

## **Appendix C**

### **Photographs**



Photograph 1: UXO teams operated Schonstedt magnetometers over three-ft-wide search lanes to detect subsurface MEC on MRS-MOCO.2.



Photograph 2: Geophysics teams used the towed-array EM61-MK2 system to survey Special Case Areas in MRS-MOCO.2 because the system is not affected by asphalt and it efficiently collects data.





Photograph 3: Technicians used the individual EM61-MK2 system to survey SCAs in MRS-MOCO.2 in places where the towed array was not effective due to terrain or obstacles.



Photograph 4: A Leica GPS receiver was attached to the digital survey instruments to accurately record the locations of data collection points, enabling anomalous areas to be found easily with the GPS for later verification and excavation.



Photograph 5: The Handspring Visor PDA was used to record survey information as well as anomaly reacquisition and QC-1 results.



Photograph 6: Because this metal fence interfered with geodetection instrument operation, it was dismantled and disposed of before MEC detection and removal within a 25-ft-wide corridor along Eucalyptus Road. A temporary orange plastic-mesh fence 30 ft south of the road contributed to site security until completion of MEC removal and QC/QA, when a new concertina-wire fence was installed along Eucalyptus Road.





Photograph 7: This gate at the Range 44 pad and the gate at the Range 45 pad were taken down and stored during MEC detection and removal, then reinstalled after completion of QA.



Photograph 8: Removal of this 18-inch culvert allowed analog removal followed by digital geophysical mapping and excavation of anomalies that could not be detected during Phase 1, including the area where the asphalt road was removed to provide access to the culvert.





Photograph 9: Removing this PSP mat and the asphalt above it allowed analog removal followed by DGM and excavation of anomalies in this section of road.



Photograph 10: Prior to Phase 2, debris was removed from asphalt areas, such as Range 45 shown here. Areas where asphalt was torn out received analog removal before DGM. Most pavement was left in place and received DGM using the EM-61MK2 followed by excavation, which tests showed to be an effective means for finding and removing anomalies.



Photograph 11: Removing concrete obstructions such as this drain at SCA 12 allowed UXO teams to perform analog removal followed by DGM and excavation, further reducing any threat to public safety from the potential presence of MEC.

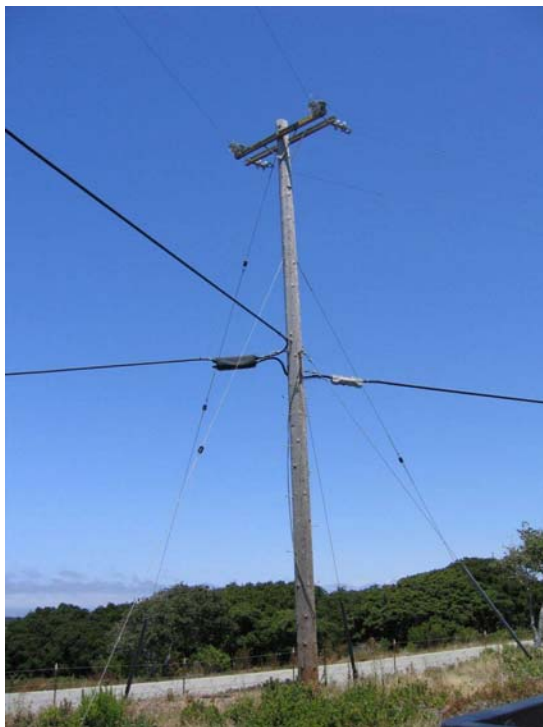


Photograph 12: Heavy equipment excavated the fill in SCA 26 to depths up to eight feet, after which the fill was spread on the Range 46 pad for extraction of metallic debris before processing through a sifter with a  $\frac{3}{4}$  inch screen to remove potential MEC.





Photograph 13: To prevent possible exposure of UXO teams to asbestos, these transite pipes were wrapped and transported offsite as non-hazardous waste for disposal before analog removal, DGM and excavation, and the QC/QA process.



Photograph 14: Because utility poles and pole anchors in three grids could not be removed within the scope of the action, removal and QC operations were performed as close as possible to the obstacles (approximately six ft) and the grids were assigned a status of TBD.